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LAW OFFICES
Yodice Associates

JOHN S. YODICE†
RONALD D. GOLDEN*
KATHLEEN A. YODICE
RAYMOND C. SPECIALE

ROBERT L. BORNARTH
DEAN E. TORGERSON
PARALEGALS

†ADMITTED IN DC, MD, OK
*ADMITTED IN MD ONLY

OFFICES AT:
601 PENNSYLVANIA AVENUE, N.W.
SUITE 875
WASHINGTON, DC 20004
202/737-3030
FAX 202/737-7450

421 AVIATION WAY
FREDERICK, MD 21701
301/695-2300
FAX 301/695-2375

PLEASE REPLY TO DC OFFICE

BY HAND DELIVERY

September 12, 2002

Clerk
U.S. Department of Transportation
Docket Management System
400 7th Street, S.W., Room PL 401
Washington, D.C. 20591-0001

Re: Petition For Exemption from F.A.R. §§ 91.315 and 91.319
Petitioner Indiana Aviation Museum
Filed March 19, 2002
Docket No. FAA-2002-11884 *-2*

DEPT. OF TRANSPORTATION
DOCKETS
02 SEP 12 AM 10:07

Dear Clerk:

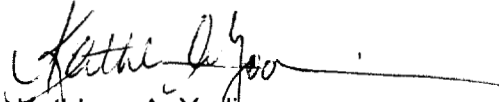
On March 19, 2002, the Law Offices of Yodice Associates filed a Petition for Exemption from F.A.R. §§ 91.315 and 91.319, as referenced above, on behalf of the Indiana Aviation Museum (IAM). We have information relating to changes in IAM's air fleet that is pertinent to that petition.

IAM sold the BAC 167 Strikemaster, and thus no longer requires an exemption to operate that aircraft for compensation or hire. Please consider any and all references to the BAC 167 Strikemaster stricken from the petition. In addition to the sale of that aircraft, IAM has acquired an American A-37 Attack Jet (N91RW). IAM hereby requests that this aircraft be added to the petition for exemption from F.A.R. §§ 91.315 and 91.319 for its operation for compensation or hire.

Beyond these changes to the petition, we request a status update on the petition. To date, we have received no formal information on the status of this petition. Under 14 C.F.R. § 11.63, petitioners are directed to "Submit your petition for exemption 120 days before you need the exemption to take effect." Through this rule, the FAA implies that a review should be completed within 120 days. To date, over 175 days have elapsed. Consequently, we also request specific information regarding the reason or cause of the delay in responsive action to the petition.

We have repeatedly offered, and do so again by this letter, any information that may expedite the review process. Should you have any questions or comments in response to our requests above, please do not hesitate to contact me.

Sincerely,



Kathleen A. Yodice
Counsel to Indiana Aviation Museum

cc: Jim Read, John Wensel, Mike Henry